

Delegated Decision Notice

This form is the written record of a key, significant operational or administrative decision taken by an officer.

Decision type	<input checked="" type="checkbox"/> Key Decision	<input type="checkbox"/> Significant Operational Decision	<input type="checkbox"/> Administrative Decision
Approximate value	<input type="checkbox"/> Below £500,000 <input type="checkbox"/> £500,000 to £1,000,000 <input checked="" type="checkbox"/> over £1,000,000	<input type="checkbox"/> below £25,000 <input type="checkbox"/> £25,000 to £100,000 <input type="checkbox"/> £100,000 to £500,000 <input type="checkbox"/> Over £500,000	<input type="checkbox"/> below £25,000 <input type="checkbox"/> £25,000 to £100,000
Director¹	Director of City Development		
Contact person:	Chris Way Principal Traffic Engineer	Telephone number: 0113 3787493	
Subject²:	City Region Sustainable Transport Settlement: Casualty Prevention Programme 2023/24		
Decision details³:	<p>What decision has been taken? <u>Chief Officer (Highways & Transportation)</u></p> <p>Noted the contents and recommendations of this report including the continued application of the innovative approach to road casualties looking beyond the traditional 'sites' and 'lengths' processes; and</p> <p>Noted the work undertaken over the 2022/23 financial year with respect to the previously approved casualty reduction programme; and</p> <p>Reviewed and approved the indicative five year programme of casualty prevention schemes and the detailed programme for 2023/24 and give authority to commence the detailed design, consultation and implementation of the schemes described in Appendix A to this report; and</p> <p>Gave authority to incur expenditure of £3.201m, (comprising of £2.377m of new funding and a carryover from the 2022/23 financial year of £824K) to deliver the programme of projects detailed in Appendix B as part of the five year £8.0m City Region Sustainable Transport Settlement; and</p> <p>Gave authority to request the City Solicitor to draft and advertise any Traffic Regulation Orders (Movement Order, Waiting Restriction Order or Experimental Order) as required to address/ resolve the problems identified for each scheme as detailed in Appendix A, and if no valid objections are received, to make, seal and implement the Orders as advertised; and</p> <p>Approved with reference to the powers contained in Section 66(4) of the Highways Act 1980, that relevant lengths of footway proposed as cycle tracks (detailed in Appendix A) are removed and that following the removal</p>		

¹ Give title of Director with delegated responsibility for function to which decision relates.

² If the decision is key and has appeared on the list of forthcoming key decisions, the title of the decision should be the same as that used in the list

³ Simply refer to supporting report where used as these matters have been set out in detail.

of the footways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 for segregated or shared joint use by pedal cyclists and pedestrians; and

Gave authority to request the City Solicitor to draft and advertise a Notice under the provision of Section 90C of the Highways Act 1980 for the implementation of traffic calming as necessary to facilitate the listed schemes; and

Agreed to receive such other and further reports as may be required to address any objections received to advertised notices or other matters arising from the detailed scheme proposals; and

Noted that reports will be submitted on an annual basis over the course of the CRSTS settlement to detail progress and expenditure.

A brief statement of the reasons for the decision

Leeds City Council as Highway Authority for Leeds has statutory duties under the Road Traffic Act 1988 (RTA 1988) to prepare and carry out a programme of measures designed to promote road safety. These measures have generally been funded from various iterations of the Local Transport Plan which included annual provisions for road safety works. Projects have been designed based on recorded injury collisions as a way of both tackling known issues and as a way of demonstrating best use of funding. This approach, whilst enabling rational and robust decision making, does not lend itself to projects aimed at anticipating collisions and delivering preventative works as it can be difficult to accurately predict collisions.

In 2022 Leeds City Council's Executive Board, in conjunction with West Yorkshire partners, adopted the Vision Zero approach aiming to eliminate deaths and serious injuries on roads in Leeds by 2040. The work involved in Vision Zero is expected to require a greater emphasis on preventative work based on anticipated collisions rather than the wholly reactive approach based on demonstrable collision patterns.

The adoption of Vision Zero coincides with a revised method of funding, the City Region Sustainable Transport Settlement. This settlement covers a five year period with funding for road safety and other works allocated for the duration; this effectively enables a more flexible approach without limits on annual budgets.

These co-incident occurrences allow a new approach to identifying, designing and delivering road safety works across Leeds to be adopted. This creates a pipeline of project development allowing projects of greater scope to be designed and developed across multiple years with values exceeding the pro-rata limits previously imposed by the Local Transport Plan.


A limited version of this approach, covering two year design and delivery, has been used for works in recent years – it is proposed to extend this approach to the full five year CRSTS period with annual reviews of progress

	<p>to date and future plans and projects developed across the period.</p> <p>In addition to the reactive works based on collision histories the revised approach identifies a series of preventative projects designed to underpin the Vision Zero approach. These two strands enable a more cohesive approach to improving road safety.</p> <p>This report details the first five year programme and the work done to date to develop projects ready for delivery. It sets out a set of projects that are expected to be delivered in 2023/24, and details some of the feasibility works that will take place to develop schemes for the remainder of the five year programme.</p>
	<p>Brief details of any alternative options considered and rejected by the decision maker at the time of making the decision</p> <p>Traditional approaches to casualty reduction were based on one or two year programmes of works. This was generally successful but the new CRSTS 5 year settlement allows for more substantial projects to be developed and delivered over multiply years, targeting some of the more complex casualty issues across the city.</p> <p>The alternative to the approach set out in this report would be a continuation of the previous approach, which whilst successful is limited by the available annual budget and restricts the development of more involved or innovative approaches to some of the longer standing issues across the city.</p>
Affected wards:	All
Details of consultation undertaken⁴:	<p>Executive Member</p> <p>Briefed 16th January 2023</p>
	<p>Ward Councillors</p> <p>Individual briefings to take place on a scheme by scheme basis.</p>
	<p>Chief Digital and Information Officer⁵</p> <p>n/a</p>
	<p>Chief Asset Management and Regeneration Officer⁶</p> <p>n/a</p>
	<p>Others</p> <p>Individual consultation to take place on a scheme by scheme basis.</p>
Implementation	<p>Officer accountable, and proposed timescales for implementation</p> <p>Traffic Engineering Manager</p> <p>Programme of works for delivery in 2022/23 as part of a five year programme extending to March 2027.</p>
List of	Date Added to List:- 1 March 2023

⁴ Include details of any interest disclosed by an elected Member on consultation and the date of any relevant dispensation given.

⁵ See Officer Delegation Scheme (Executive Functions) CDIO must be consulted in relation to all matters relating to the Council's use of digital technology

⁶ See Officer Delegation Scheme (Executive Functions) CAMRO must be consulted in relation to all matters relating to the Council's land and buildings.

Forthcoming Key Decisions⁷	If Special Urgency or General Exception a brief statement of the reason why it is impracticable to delay the decision	
	If Special Urgency Relevant Scrutiny Chair(s) approval Signature _____ Date _____	
Publication of report⁸	If not published for 5 clear working days prior to decision being taken the reason why not possible:	
	If published late relevant Executive member's approval Signature _____ Date _____	
Call In	Is the decision available ⁹ for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	If exempt from call-in , the reason why call-in would prejudice the interests of the council or the public:	
Approval of Decision	Authorised decision maker ¹⁰ Gary Bartlett – Chief Officer (Highways & Transportation)	
	Signature 	Date 7 June 2023

⁷ See Executive and Decision Making Procedure Rule 2.4 - 2.6. Complete this section for key decisions only

⁸ See Executive and Decision Making Procedure Rule 3.1. Complete this section for key decisions only

⁹ See Executive and Decision Making Procedure Rule 5.1. Significant operational decisions taken by officers are never available for call in. Key decisions are always available for call in unless they have been exempted from call in under rule 5.1.3.

¹⁰ Give the post title and name of the officer with appropriate delegated authority to take the decision.